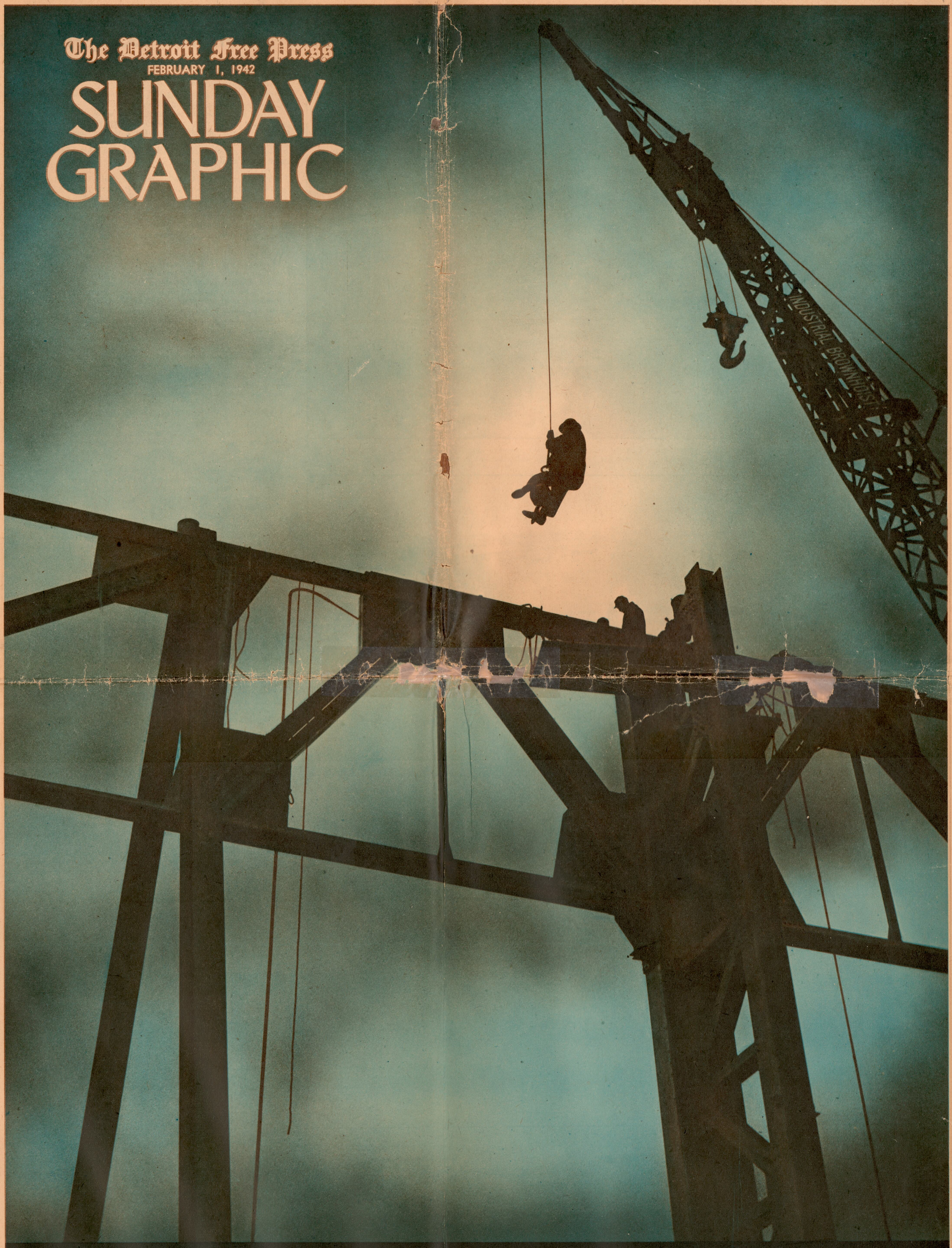
H.S. 74-10-15-82

The Detroit Free Press
FEBRUARY 1, 1942

SUNDAY GRAPHIC



THE LAST pieces of steel structure slip into place on the hangars at Willow Run, while back at the other end of the world's biggest factory building the Ford organization begins to make parts for mighty bombers. Going aloft on the cable and ball is William Fisher, Whitehead and Kales superintendent on the steel work. To the genuinely respectful ironworkers on this job, he is Mr. Fisher, whether bossing from the ground or trotting along the high beams.

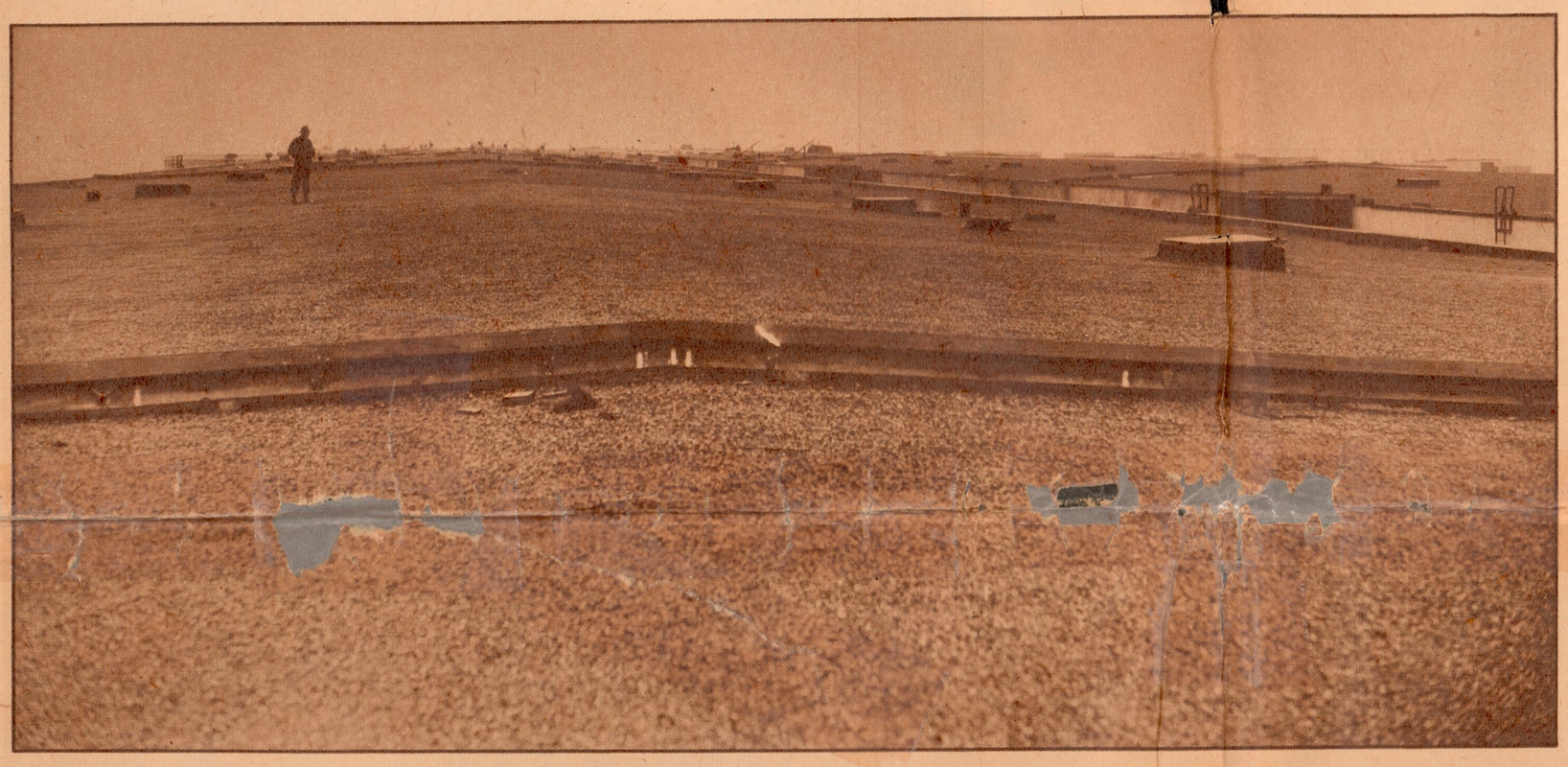
SPECIAL EDITION: Henry Ford Builds Bombers at Willow Run

PHOTO BY MORT WALTON

HOME FRONT

Willow Run Begins to Produce Parts and Tools for Long-Range

FOR MORE than three-fifths of a mile the Willow Run plant stretches toward its airport. In the foreground, it is developed enough to permit bomber work inside. Near the far end you can see the sheltered scaffold from which the men are bricking up the walls; beyond that the steel tapers off.



YOU CAN spend a day rambling over acres of roof, deep-laid with gravel, studying ventilation and drainage installations. Across the foreground runs one of many seams, several inches wide, which permit the structure to expand and contract. They are covered with copper roofed over with wood.

TRUCKS rumble through the vast plant as if on broad highways outside. This end is nearly finished. In the background, right, a bulkhead protects workers in this section from the cold of the unfinished section beyond. Just in front of the bulkhead is a giant fixture for making wing sections.

A SPECIAL SUNDAY GRAPHIC EDITION
BY JACK WEEKS . . . . Photos by Mort Walton

FREE PRESS AVIATION EDITOR

FORTY minutes' drive from Detroit, 6,000 hard-working Americans are busily preparing Hitler's doom.

From a 975-acre site quaintly known as Willow Run they have logged off the willows, the sugar maples and the birches.

Into the good Midwestern soil they have sunk the foundations of a factory.

Into the sky they are flinging the greatest mass of steel that ever went into a single building.

And here's the best of it.

The stumps are not yet cleared away entirely. An old-time sawmill is salvaging lumber out of timber that grew here only yesterday. One end of the building is still raw structure and the wind of a Michigan winter whoops in and batters against a temporary bulkhead.

But at the other end, the section finished first, they're already making tools and parts for the thing that will come forth from this place on great wings and answer the challenge of fascism.

* * *

WILLOW RUN is, of course, only a part of the whole American effort that is being exerted on the farms and ships at sea, in the factories and the Army camps.

Yet it deserves more attention than many other war projects because of its magnitude, because it is so typically American and particularly typical of Detroit and Henry Ford and because it has the strict singleness of purpose that is needed to win the war.

Willow Run is more than a symbol of hope. It is a promise of revenge for Pearl Harbor.

Despite temporary military setbacks, despite the undeniable weaknesses in our war production system as a whole, despite red tape, you know when you see Willow Run that in the end we will give it to them good.

And if enough of the production projects can approach the achievements of Willow Run, the beginning of the end will come soon enough, no matter how slow some of our steps have been.

* * *

LESS THAN A YEAR AGO, last March 28 to be exact, the first physical work was done on the plant. Men with axes and saws moved into the timber that once stood here and began clearing it away like grass. Others moved in behind them with rough, tough machinery and began snaking out the stumps to make a smooth surface for the world's biggest landing field.

Less than a month after, on April 18, ground was broken and in two days more they were pouring the first concrete.

On the first day of May a spur, run out from the New York Central line nearby, reached to the bomber plant site.

On May 13 the first piece of steel was set for the structure. Since then 32,000 tons of steel have gone in there and now they're talking about making it bigger still. Already, according to Whitehead & Kales who are doing the steel job, it has used up twice the steel that ever went into a building of comparable construction and is, in fact, the biggest single building ever undertaken.

The concrete they started pouring last April has run to 189,000 cubic yards.

On Aug. 15 the bricklayers got to work. They started laying the brick at the west end before the steel work had run out to its length at the east.

Today you can see what they have done, what they are doing and what is yet to be done—the walls finished up clean at the west end, the swift, deft motions of hand and trowel along the center where the bricklayers work on sheltered scaffolds, and at the east end the steel structure waiting hungrily for its brick sheath. Those fellows are laying an awful lot of brick—2,500,000 common and 2,100,000 face.

* * *

TO GET all that stuff and get it quick took some doing. It may be that the procurement of materials is the best of all the stories at Willow Run. In this field Ford is unequalled. All the magnificent resources of his organization were put to work. Ford people knew how to go all out before that phrase became so popular in this war.

When it came to materials they wouldn't take "no" or "tomorrow" for an answer.

There were days when every rolling concrete mixer in the Detroit area was mixing for Willow Run. If you wanted to build a cottage or a skyscraper that day, you were just out of luck.

There were sub-contracts offered, for bricks and such, that would have taxed the full-time capacity for several years to come of some fairly large companies.

Time was everything. If the sub-contractors couldn't handle the jobs held out to them, it was up to the people behind Willow Run to look elsewhere. There could be no delays for negotiation, further consideration, conditional promises. The smaller jobs had to be farmed out right away while Bryant & Detwiler went swiftly ahead with the big job.

A building 3,200 feet long and 1,280 feet wide with 2,547,000 square feet of floor space in the factory and nearly 1,200,000 more in the hangars. Seven runways, the longest 6,250 feet (and that's some runway) and the shortest about 100 yards short of a mile. There are 1,000,000 square yards of concrete in those runways, enough for 22 miles of two-lane highway, and the field has 70 miles of drain tile.

* * *

THOSE are some of the statistics on materials. But the materials would lie there in dead heaps without men to work them. The people who have undertaken at Willow Run to lick this part of the job of licking Hitler can't be told about in pale statistics or in this quantity of space. They deserve a whole book all to themselves.

You can begin with Henry Ford. Most Detroiters are well acquainted with his life and achievements. Not so many in this city appreciate the enormous respect that the rest of the country has for his productive ability. But it's safe to say that in no other industrialist do Americans place such confidence when it comes to this kind of a job. You go around the United States a little bit and you'll hear them say:

"Wait 'til Henry starts buildin' airplanes. He'll show 'em a thing or two."

Well, those folks are right. He's showing them a thing or two at Willow Run.

Working for him are thousands of people who go all the way from genius to pure muscle, who live in everything from tents to mansions, who speak forty eleven different languages but who have one thing in common: They are not going to stand for any foolishness about this country.

Most of them lived here near Ypsilanti when the project started, yet the task at Willow Run is so gigantic that even the minority of newcomers working there amounts to a considerable number. The available housing facilities didn't begin to take care of them. So the trailer camps, the cabins and the tents, the hamburger joints and the taverns moved in almost between dark and daylight, it seemed.

The new kids from down East, from Texas, from all over began turning up in the country schoolhouses and the church rolls began lengthening out.

It all takes money.

The building alone is costing about $58,000,000. The total amount that you Americans are spending at Willow Run on people and materials is $480,000,000—so far.

And what will you get?

You will get some Consolidated B-24E's. Just how many can't be told, but for more than $400,000,000 it will be quite a parcel.

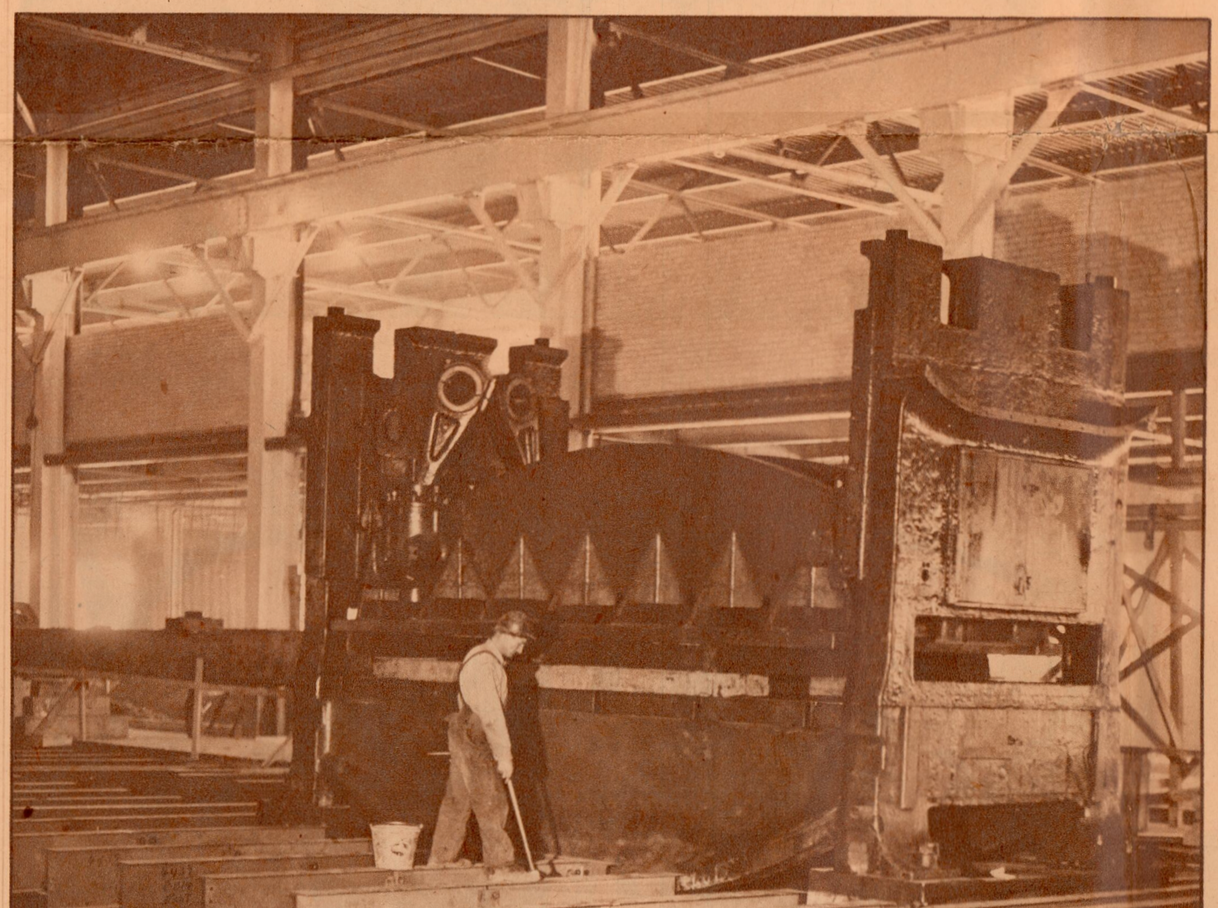
* * *

AND WHAT is a B-24E? More poetically known to our British allies as the Liberator, it is one of the best bombing planes in the world and some have said that is the best. On the basis of what we are permitted to know, and always allowing for the enemy having surpassed us, it will go as far and get there as swiftly and wreak as much havoc as any of its rivals and perhaps do all those things a bit better.

It is, in short, the kind of a weapon we need and know how to use. And they're forging it just up the road a ways at a place that, back in the days of peace, they named Willow Run.

Bombers as Thousands Finish World's Biggest Factory Building

THIS IS ONLY PART of the assembly floor. What you see here is less than half the length of the east-west section of the Willow Run bomber plant. Piles of materials are shrinking rapidly. Soon the trucks, cranes, rolling concrete mixers will depart and some of the world's mightiest bombing planes will begin to move down the assembly line to the hangars at the end and then off the airport.



DEEP BELOW GROUND go the foundations of this 135-ton blanking press. Frank Balabas, 2531 Concord, the ironworker in front of it, helped build the Rouge power plant in 1919.

MEN ARE WORKING on bomber parts and tools below, while high up under the girders of the ceiling masked welders spill showers of light as they put in the finishing details of the factory.

MORE→

HOME FRONT

MEN of the Auto Industry Go to Work to Beat the Axis

. . . Continued

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And also one of the finest optical departments in the U. S.
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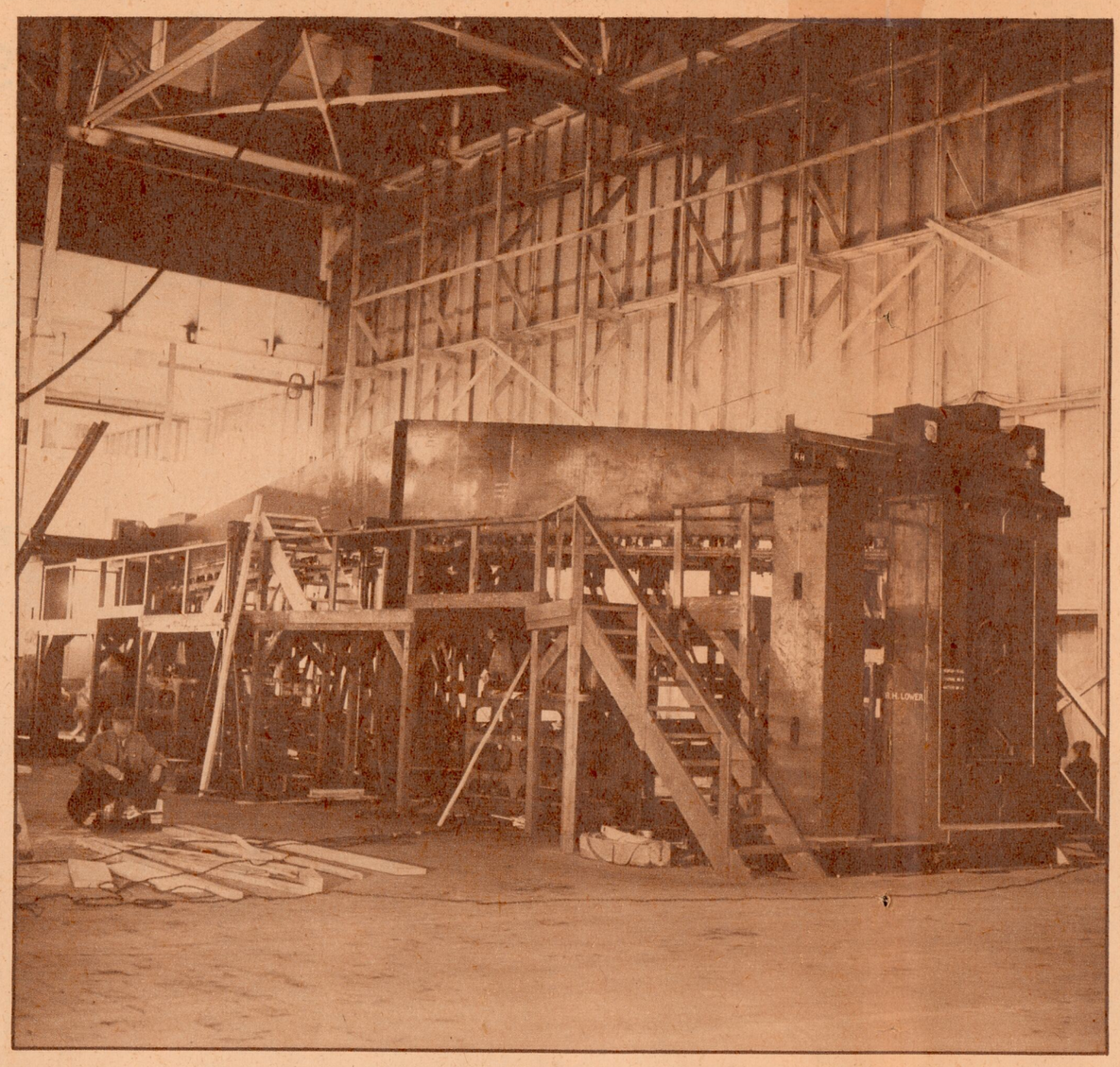
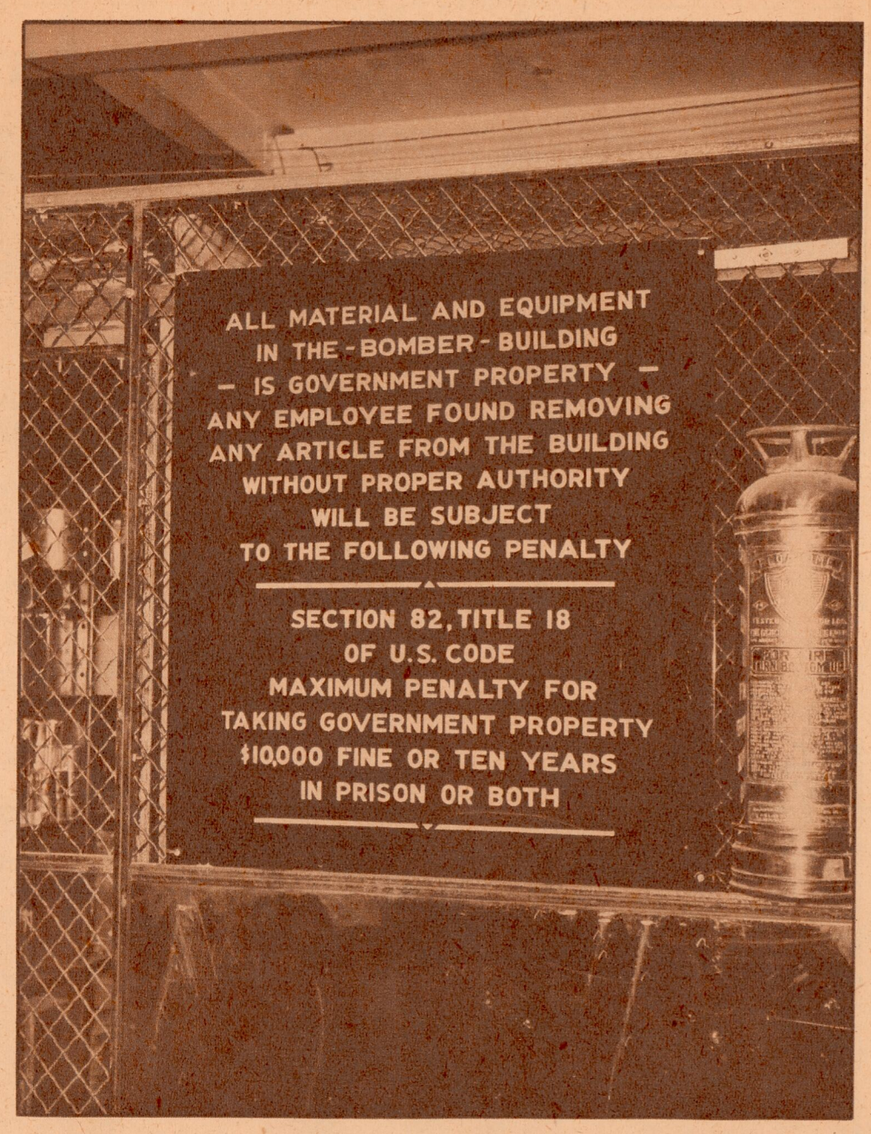
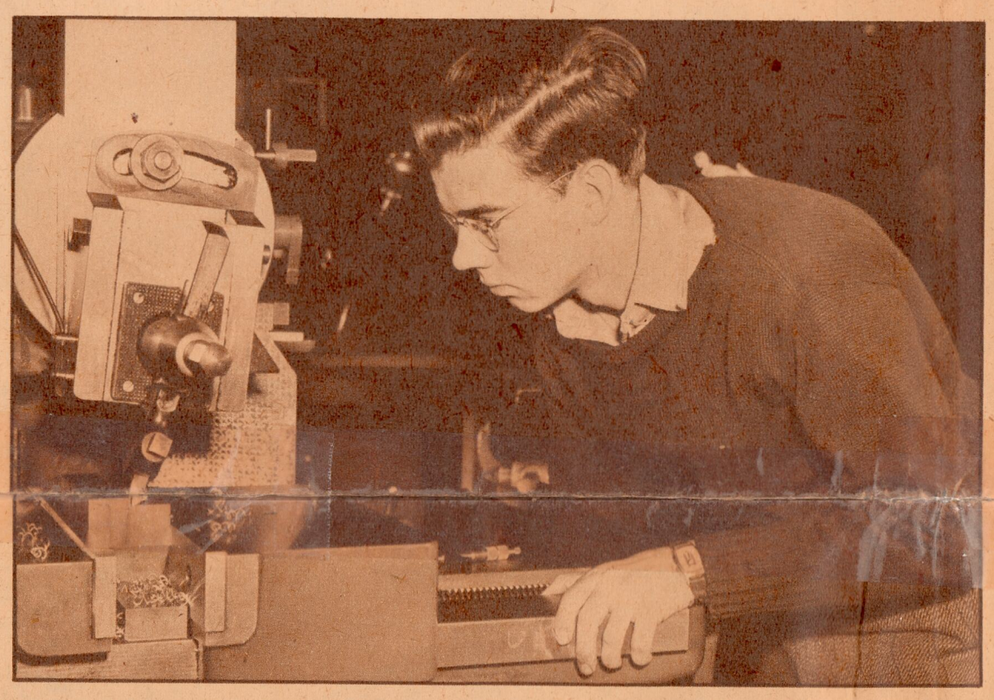
BRANCH—GRAND RIVER at OAKMAN



FROM THIS fixture will come the center wing sections. It is a working monument to the Ford genius. The fixture provided by the originators of the bomber had to be dismantled each time it was used. Ford slides the top off on a track, cuts the time from six hours to half an hour.



FIRE and theft could hamper operations and indirectly cost American lives on the battlefronts. At Willow Run they are taking no chances. At every tool crib workers are reminded that building bombers is serious business.



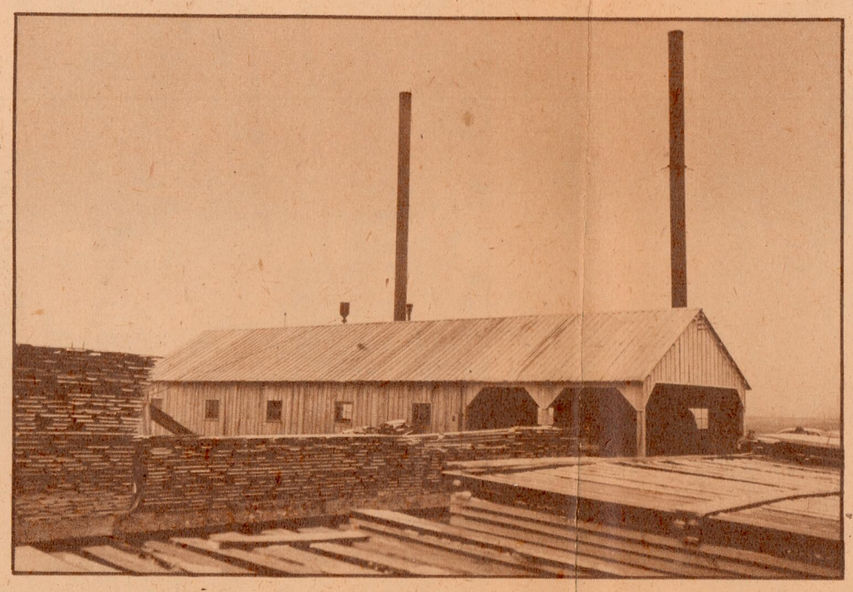
YOUNGSTERS as well as veterans are doing their part. Jack Laut, 19 years old, 12239 Longacre, a product of the Ford apprentice system, works for victory.

THEY COME from a good way off as well as from right around home to work at Willow Run. Albert Mahnken (left), 41 years old, moved in from Cole Camp, Mo., to apply his carpenter's skill hereabouts. Ernie DeMoulfield, 27, a laborer, lives in nearby Ann Arbor.

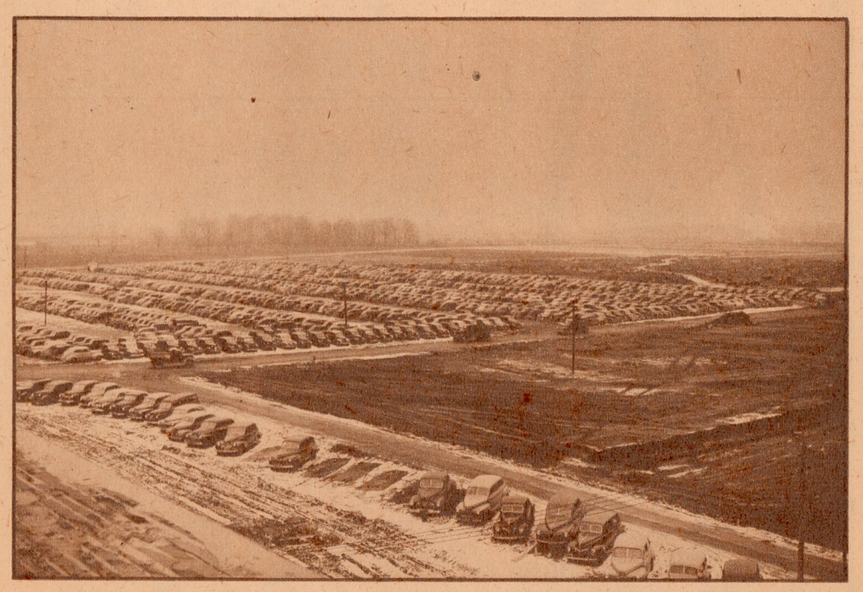
THE MEN in this row are old-timers in the Ford system, take bombers in their stride. J. Bertram Gable, 58, in charge of sheet aluminum, started with Ford in 1916, has a son in the Army.

LEO G. Lattore, 50, of Dearborn, is a shear foreman. He punched his first time card with the Ford Motor Co. back in 1914, about the time the five-dollar day was making big news.

JOHN Lemon, 40, a foreman on planning and shearing, has worn a Ford badge 15 years. If he had all the nickels he's spent at the lunch wagons he could buy quite a bundle of defense bonds.



NOTHING goes to waste in Ford auto plants and the same applies to Ford war work. The timber logged off the site becomes lumber on the spot.



PARKING space will accommodate 20,000 cars, enough for 50,000 workers under the traditional Detroit factory workers' system of sharing-the-ride.

. . . These Rolling Homes, Quick Lunches Keep Pace with Rush of War Work

DOZENS of fluid communities like this have mushroomed up in the Willow Run neighborhood, where once were only woods and pastures. You can roll them in faster than you can build them.

FROM OUT where the tall corn grows to the industrial heart of America came Mrs. Riley Pierce and son, Paul Isobell, 4, of Plainfield, Ia. Dad's a carpenter at Willow Run.

MRS. PIERCE is losing no time in fixing her new home to suit her taste. She and her daughter, Marjorie, admire a new covering for their davenport.

AS the son of a bomber plant electrician, John Van Derstein, 5, finds life very good. The family dwells in a cabin. They get up to find the kitchen water frozen.

COMMERCE and the arts follow the march of war. Florence Baldwin, Prop., reasons that 50,000 workers mean a lot of beans and a lot of jingling on the cash register; and a home-grown artist who has got his pursuit planes confused with bombers tries to attract the hungry aircraft builders.

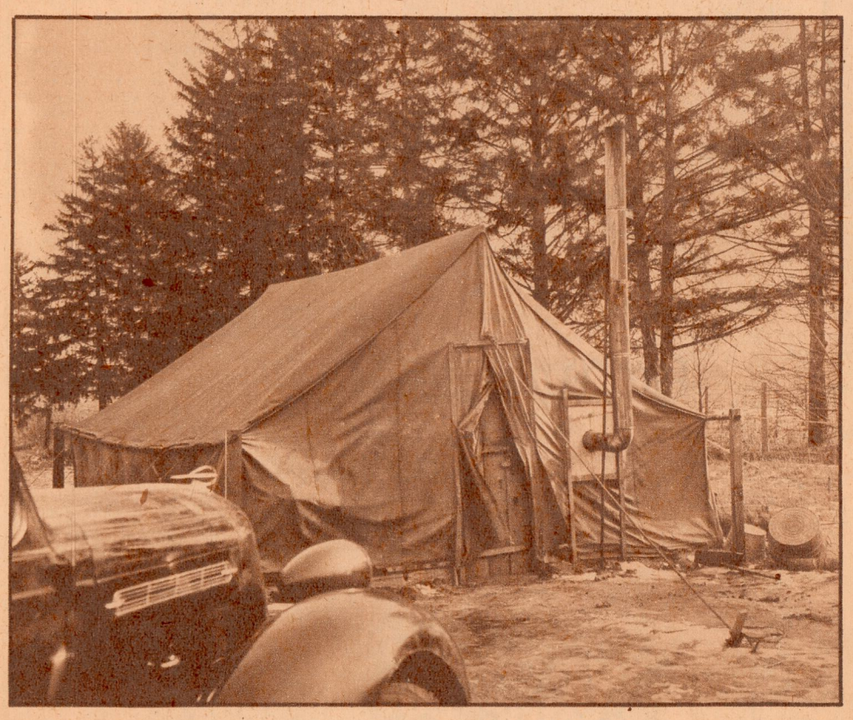
FOR GOOD reasons all buildings within half a mile of the plant are being moved away. C. P. Myers, who boasts that he is one of the few men who can move a brick smoke stack, superintends the shifting of this home and 25 more, which must be gone in 12 weeks.

ALL along Ecorse Road in the plant area, spanking new homes like this have been raised since the project started.

THE FIFTH grade at Denton School, Blanche Walters, teacher, study in peace as grown-ups gird the nation for war.

METHODIST congregations have met in Denton since four years after Appomattox. Today a new and even more dreadful struggle than the Civil War poses new problems for Denton Methodists. Bomber plant families are moving in so fast that the school is getting overcrowded. So they're going to use the church.

"OLD COLONY" furniture answers many decorative problems. Never worry about quality, workmanship or finish because OLD COLONY is produced by one of the oldest and largest furniture manufacturers in America, the Heywood Wakefield Co. Refectory table and four chairs, $29.75. Corner Cupboard, $22.50. Offered by the Edward Furniture Co., 916 N. Main St., Royal Oak, Phone Elmhurst 6360, or Royal Oak 0522.



CHARLEY Winger, who builds roads, got a job on the bomber factory highway project. Houses were scarce, so he pitched a tent. A coal stove heats it.

INSIDE the tent, lighted with a device known to generations of our people, Charley Winger's mother makes him the national dessert — apple pie.

MORE→

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The Bomber to Beat Them and the Man Who Will Build It . . .

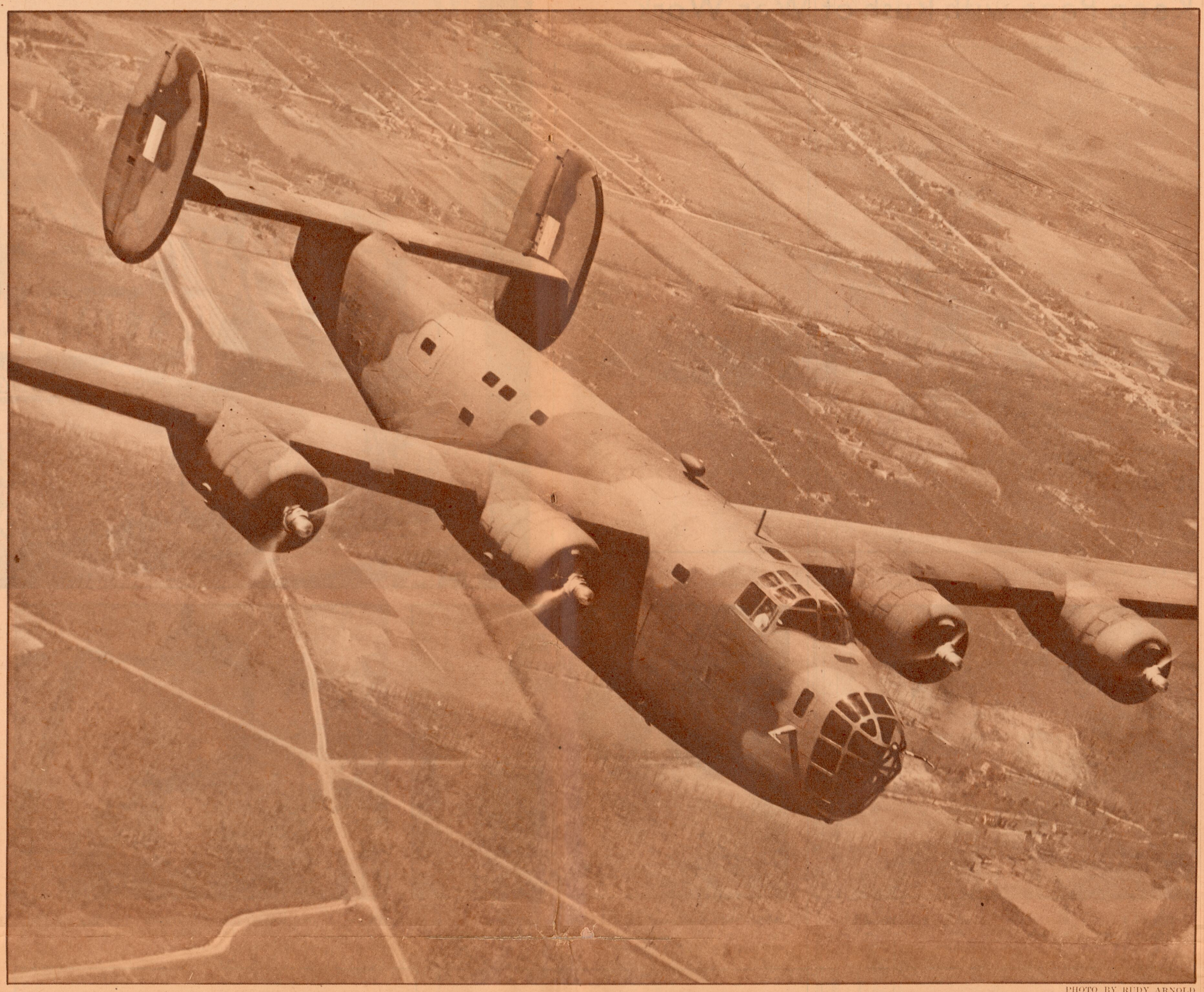
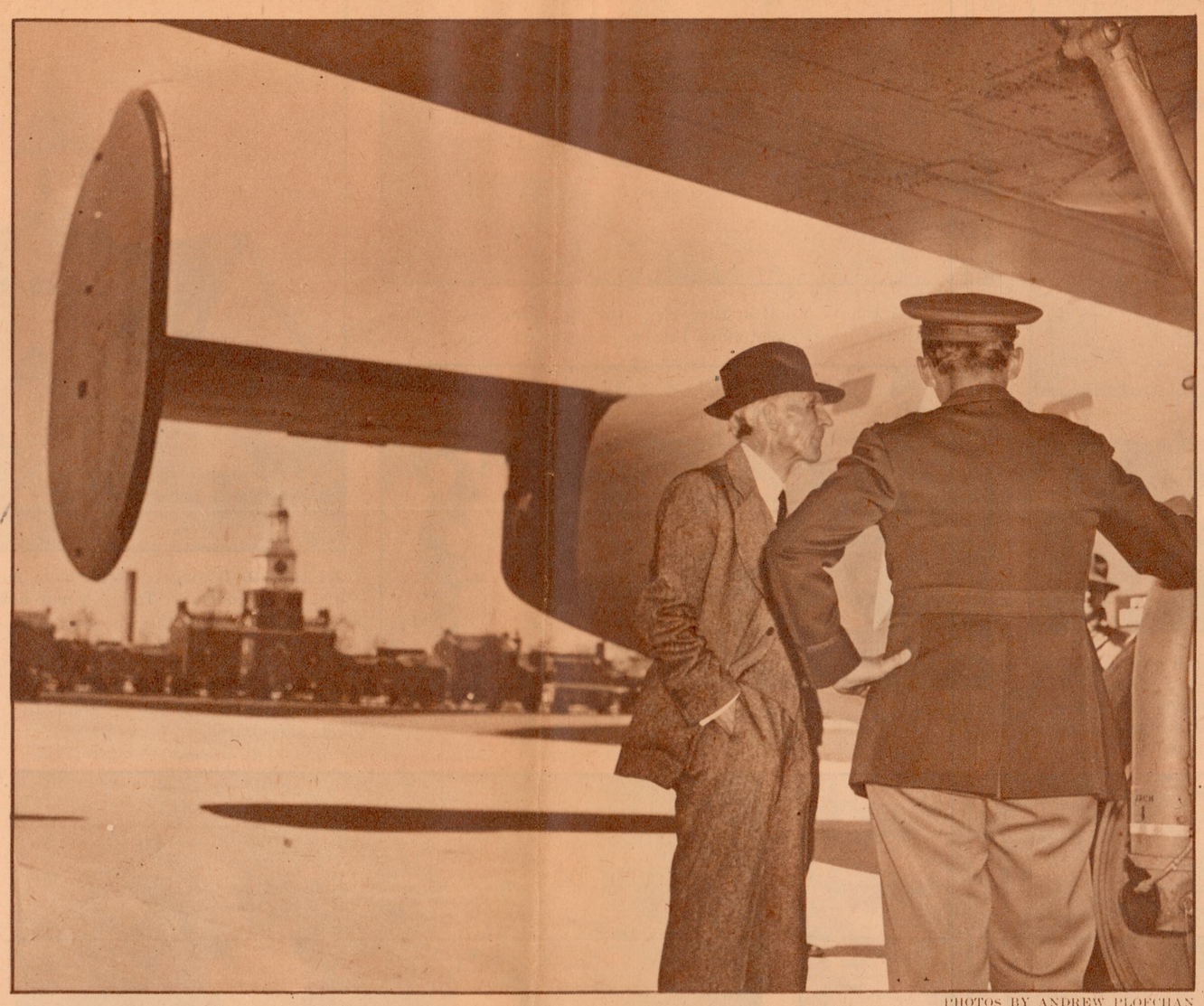


PHOTO BY RUDY ARNOLD

HERE IS THE finished product, as built by her originators, Consolidated Aircraft. Her counterparts will fly away from Willow Run to the skies of war in ever-growing flocks as Ford production begins to roll. She has everything that man can build into warplanes today; and this is about the way she'd look leveling off for a bombing run over the target—fast, far-ranging, able to defend herself in the air and loaded with destruction for the objectives below.



PHOTOS BY ANDREW PLOFCHAN

LAST APRIL the Army flew a sample into the Ford Airport. The big battler stopped her taxi run with the Greenfield Village replica of Independence Hall showing significantly in the background, and Henry Ford came out to look it over. Oblivious to everything but the aircraft, he looked and he listened to the airmen. Then he said yes, he thought he could make these ships all right. And from the way things are humming at Willow Run, he wasn't just talking.

THE END

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ADV

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You're always in the best of taste if you select the Freed-Eisemann Hepplewhite . . . Beautifully grained woods and matched swirled veneers achieving a satinwood effect, are the outstanding features in the Freed-Eisemann Hepplewhite . . . It's simple elegance heightens the fountain spray markings that make this piece heirloom in quality. Technically, this gracefully compact set is equipped with 19 tubes, dual symphonic and dual panphonetic speakers, with a range of 30 to 15,000 cycles, to reproduce every musical note and each musical instrument as perfectly and completely as though you were sitting in a great concert hall . . . In a word, the Freed-Eisemann Hepplewhite is the perfect musical instrument for the home designed for fine living . . . See the Hepplewhite, and all other Freed-Eisemann models in the full range of styles and colors, available only at their Michigan agents—

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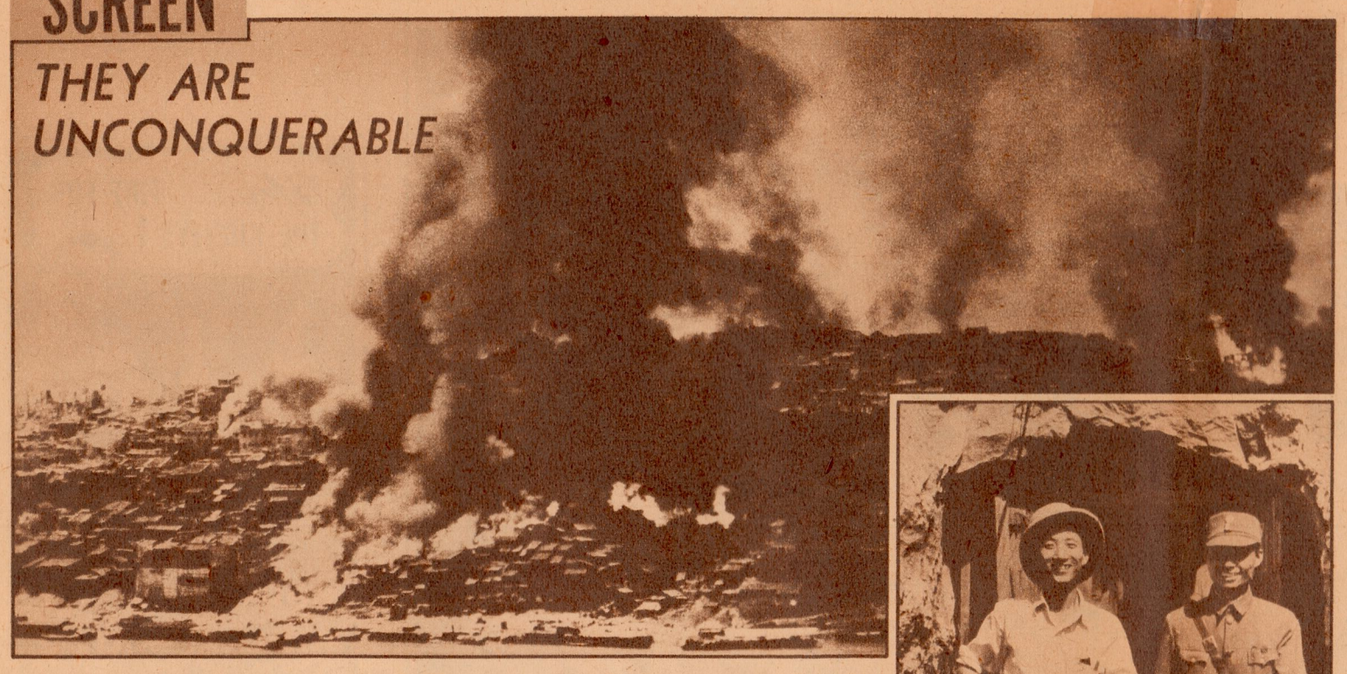
SCREEN

THEY ARE UNCONQUERABLE



THE STORY of Unconquerable China is told in Rey Scott's new motion picture, "Kukan," which was filmed in natural color during a 10,000-mile trip through the China of today's warfare. It will have its premiere here this evening at 8:30 at the Institute of Arts Auditorium, for China Relief. Monday through Thursday it will be shown in the World Adventure Series.

Climaxing the movie is the Japanese bombing of Chungking, wartime capital, a scene of which is shown above. "Kukan" means "bitter struggle"—and shows how China has been fighting the Axis since years before the other democracies joined the fray. It sweeps from the Burma Road to the Red Route to Russia, from the wartime capital to farflung guerilla outposts. And it stars these simple heroes, the little men and women of America's ally.

A venerable Chinese patriarch.

Chinese Army officer, war reporter.

A dreaded guerrilla warrior.

Young lamas, Tibetan holy men.

Two faces of Free China.

A Mongol.

FOR LAUGHS

VICTOR MOORE has a face made for comedy, as you see here. In the musical play, "Louisiana Purchase," now at the Cass, he plays an investigating senator, who's neatly framed like this. Appearing with him are Zorina, Irene Bordoni.

"NO, really?" The picture of innocence, Victor is a little slow catching on.

The type who'll buy a Brooklyn Bridge every Tuesday; with him, William Gaxton.

FOR WOMEN

Woman of the Week

By HELEN BOWER

STELLA V. HOUGH is helping to close up the late lamented Woman's Exchange.

EVEN if Detroit lost an Institution, as of yesterday, when the Woman's Exchange served its last luscious meal and officially closed its doors after 50 years, Detroit fortunately hasn't lost Stella V. Hough, for the past 30 years Woman's Exchange manager. During February she will be at the Exchange to supervise the disposal of kitchen equipment and other furnishings. Then she's going to take a little rest, at home, out in Highland Park, where two very dear friends make their home with her; and after that she plans to do something that will be cheering news to hundreds of Detroit women.

"I hope to compile a cookbook, a Woman's Exchange cookbook," exclaimed Miss Hough. "It will take about a year, but I want to do it. I want it to be as nice as the Women's City Club cookbook, which I think is very good."

Of course it will seem strange for Miss Hough to be away from that familiar timbered building on E. Adams. From its windows she can look across the park to Broadway, the street where she was born, when it used to be called Miami Ave., "a lovely, lovely street."

Her uncle, Gary A. Hough, and her father, William H. Hough, were the first manager and treasurer, respectively, of the Detroit Opera House, which used to be on Campus Martius.

"That's why I love the theater so," laughed Miss Hough. "It's all I care for in entertainment, my only extravagance. I can remember seeing Helena Modjeska, William H. Crane, Sol Smith Russell, Kate Claxton in 'Sea of Ice.' It was lots of fun, and I loved it."

She began going to the theater when she was 12 years old. She went to school, too, to the old Miami Ave. School almost next door to her home; and to church, the First Presbyterian, "Dr. Duffield's church," where the J. L. Hudson Co. now stands.

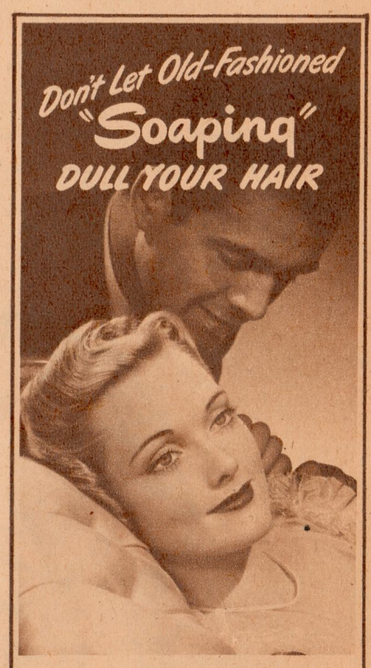
One day when she was in her teens, shortly after the opening of that bold venture, the Woman's Exchange, which was to be a market for handiwork and cookery done by gentlewomen in their own homes, the first treasurer asked young Miss Hough to come for two weeks and help get things started. She's been there ever since, from the early years when there wasn't enough money to buy a new feather duster, through the years when no party in Detroit society was a party without catering by the Exchange.

Miss Hough is proudest of the fact that more than $3,000,000 has been paid consignors for work done in their homes. Sometimes there were as many as 600 consignors at once; and it says a lot for the Woman's Exchange and Miss Hough that when the doors closed, the first consignor of 50 years ago was still on the books.

"The board has always been simply marvelous to me," said Miss Hough. "I've had long vacations, so that I could go to Europe, Mexico, California and Bermuda. I used to be a pest when I traveled, always wanting to stop for antique furniture. But I've enough of that now, enough door-stoppers for all the doors. And I'm going to be satisfied just to take a little trip now and then."

But first will come that Woman's Exchange cookbook, in which another and much-loved Detroit will live again.

Don't Let Old-Fashioned "Soaping" DULL YOUR HAIR



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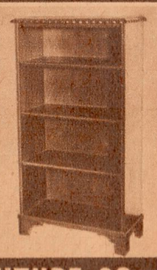

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PICTURES

Your Picture... in Sunday Graphic!

HERE are pictures of some more of our young readers. If you are between the ages of 4 and 12 years, mail a snapshot or photograph of yourself to Sunday Graphic, Detroit Free Press, with your name, address and age carefully written on the back of each picture. Only black and white photographs or snapshots, clear enough to print, will be used. Pictures cannot be returned. In as far as is possible, pictures will be printed in the order received. You are invited to take part in Sunday Graphic's newest weekly feature.

Larry Heffernon is 5, lives at 16596 Wildemere.

Donald William Erickson, 4, Birmingham.

Gloria Cashin, whose home is in Grosse Pointe, celebrated her third birthday at the Whitman in Miami Beach in a pretty pink dress.

Peggy Foster is 9, lives at 1663 Gladstone, appears on the Children's Theater of the Air.

Roger George Eising, 5, 5045 Military.

Robert Tucker, 9, Holly, Mich., with Rex.

Jacqueline Allen, 11, 2718 Harrison.

June Carol Yates, 6, of 5866 Baldwin.

Ruth Sattler, 8, lives in Middleton, Mich.

Patricia Ann Rekolt, 7, 3846 St Jean.

Joseph La Londe, 13440 Riopelle, 5.

Sally Ann Knodt, 8, 418 W. Lapeer, Lansing.

John La Point, 7, 19434 Hanna.

Margaret Berry lives at 810 Wordsworth, Ferndale.

Suzanne Du Puis, is 4, lives at 8600 Northlawn.

Donnie Bechtol poses near his home, 15367 Linwood.

Jean Szymbara, 12, 4654 Lovett.

Robert Reim, 4, 19200 Westphalia.

Duckie Horne, 5, 9461 Henley.

Barbara Boerner, 6½, 2499 S. Liddesdale.

Buddy Sawyer, 4, Royal Oak.

Suzy Martin, 5, 15108 Bramell.

Bradford A. Stetler, of 84 Sproat, is 4 years old and patriotic.

Nadene Gardner, 9, 440 Riverview, Monroe, dressed up for a party.

James Haile, is 9 years old and lives at 2169 Hart.

Ellen Vernier, 4, of 9343 Schiller, likes lots of suds in her tub.

Gilbert Chartier, of Memphis, Mich., finds line is busy.

Joanne Lovice Kazensky, 4, cooled off last summer at 276 S. Crawford.

Mary Ann Bauer, 4, of 1378 Liberty St., Lincoln Park, Mich.

John R. Eriksson, 12760 Pine hurst, pictured on his sixth birthday.

Diane Wante, 2107 Holcomb, 6, daughter of Mr. and Mrs. A. Wante.

Jean and Joan Martin, are eight-year-old twins; live at 18408 Filer.

Allan Humerickhouse, 10, 9369 Barry, caught a big pike last summer.

Harold Russell Hancock, 2, lives at 5545 Harvey, Plymouth.

Tommy Meakin is 4, lives at 19303 Justine, likes baseball.

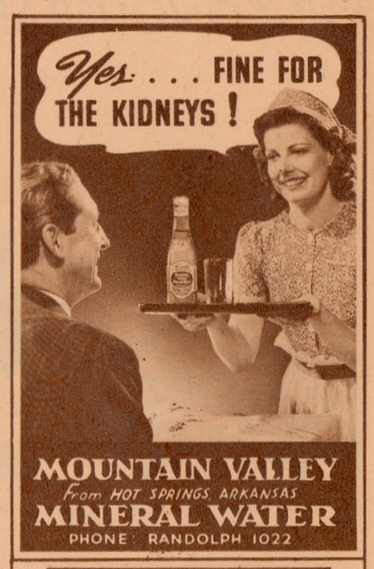
Frankie Horrigan, Tommy's pal, is 5, lives at 5580 Lincoln.

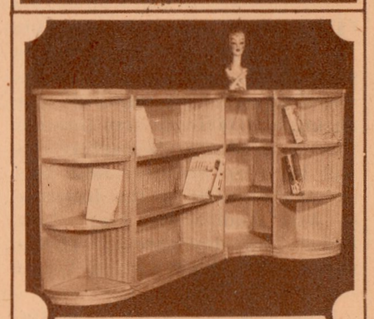
Darrel Carlisle, 10, 3600 15th St.

Gary Richard Blodick, 7, 12516 Camden Ave. goes patriotic.

Kenneth Allan Blodick, 5, is Gary's little brother.

Larry Goodwin, 6, 7459 Brentwood, is proud of his dog.

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Miss Betty Cordon, Number One debutante—nominated Miss Virginia Rounds—finds Virginia Rounds the smart set's favorite. Here we see her leaving El Morocco with popular Social Registrites Mr. and Mrs. Crawford Lansing.

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